

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of

Confirmation No: 2084

Bruce Stanley Gunton

Art Unit: 3654

Application No: 10/598,920

Examiner: HENRY Y LIU

Filed: January 12, 2007

Docket: SWIN.3530

For: DRIVE ARRANGEMENT

REPLY TO THE FINAL REJECTION MAILED 08/17/2010
AMENDMENT AFTER FINAL REJECTION

Mail Stop AF
Commissioner for Patents
P.O. Box 1450
Alexandria, Virginia 22313-1450

Sir:

Further examination and consideration of this application are requested in view of the following Amendments and Remarks.

Please charge any underpayment, or credit any overpayment, to Deposit Account No. 03-1550. This authorization does not apply to fees under 37 CFR 1.16 (h), (i) or (j).

CLAIM AMENDMENTS

1-36. (Canceled)

37. (previously presented) A drive arrangement for a shaft, the arrangement having a module which is carried, in use, by the shaft and includes a motor, a driven wheel fixed, in use, for rotation with the shaft and drivable, in use, by the motor, and clutch means operable between the motor and the wheel, the clutch means including a base structure carried, in use, by the shaft, a first carriage structure movable relative to the base structure and carrying the motor, a drive wheel driven by the motor, and a belt around the drive wheel and the driven wheel, whereby the belt can be releasably engaged with the wheels by means of movement of the first carriage structure relative to the base structure, and wherein control means are provided and are operable, in use, to releasably apply a force between the first carriage structure and the base structure, to urge apart the drive wheel and the driven wheel, thereby engaging the clutch means, and wherein the arrangement includes a second carriage structure movable relative to the base structure into and out of driving engagement with the shaft, and wherein the control means is operable to cause the second carriage structure to move into and out of driving engagement as soon as the clutch means is disengaged and engaged, respectively.

38. (previously presented) A drive arrangement according to claim 37, wherein the second carriage structure and the shaft carry respective toothed members which mesh when the second carriage structure and the shaft are in driving engagement.

39. (previously presented) A drive arrangement according to claim 37, wherein the second carriage structure includes manually operable drive means for manually driving the shaft when the second carriage structure and the shaft are in driving engagement.

40. (previously presented) A drive arrangement according to claim 39, wherein the manually operable drive means comprise a wheel operable to turn by means of an elongate closed loop member, the wheel being coupled with the toothed member of the second carriage structure, to cause the shaft to be driven when the wheel is turned and the toothed members are meshed.

41. (previously presented) A drive arrangement according to claim 37, wherein the control means is a Bowden cable extending from the assembly to the remote location and having an inner cable and sheath attached to respective ones of the first and second carriage structures, whereby the said force may be applied by manipulation of the Bowden cable at the remote location.

42. (previously presented) A drive arrangement according to claim 41, wherein spring means are provided to urge the second carriage member into driving engagement with the shaft, when the Bowden cable is released.

43. (previously presented) A drive arrangement according to claim 42, wherein the sheath is attached to the second carriage member.

44. (previously presented) A drive arrangement according to claim 42, wherein the inner cable is attached to the first carriage member.

45. (previously presented) A drive arrangement according to claim 41, wherein the sheath is fixedly mounted at the remote location, whereby the clutch means may be operated by manipulation of the inner cable relative to the sheath.

REMARKS

Applicant gratefully acknowledges that claims 37-45 have been allowed. Applicant has now cancelled claims 20 and 22-36. Accordingly, this application is now in condition for allowance.

Respectfully submitted,

/John Smith-Hill/

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